

LOCKHEED AIRCRAFT CORPORATION		ENGINEERING STUDY <input type="checkbox"/>		LAC -122	
		CHANGE PROPOSAL <input checked="" type="checkbox"/>			
DATE 1-16-62		AFFECTS: WSPO <input checked="" type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>	
NAME OF MAJOR COMPONENT AIRPLANE		PART OR LOWEST SUBASSEMBLY AUTOPILOT		PART NO. & MODEL OR TYPE	
TITLE OF PROPOSAL : AUTOPILOT HEADING SYNCHRONIZER ADDITION					
NATURE OF PROPOSAL :  SEE PAGE 2					
REASON FOR PROPOSAL :  SEE PAGE 2					
ES		ESTIMATED COST AND TIME INVOLVED : ADDITIONAL FUNDING REQUIRED :			
CP		ESTIMATED COST FOR KITS OR PARTS : SEE PAGE 2 ADDITIONAL FUNDING REQUIRED : NONE (SP-1923)			
ITEMS AFFECTED BY PROPOSAL :					
SAFETY <input type="checkbox"/>	MISSION EFFEC- TIVENESS <input checked="" type="checkbox"/>	PERFORM- ANCE <input checked="" type="checkbox"/>	OPERATING PROCEDURE <input checked="" type="checkbox"/>	INTER- CHANGE- ABILITY <input checked="" type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input type="checkbox"/>
					TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/>
					MAINTENANCE PROCEDURE <input type="checkbox"/>
					SERVICE LIFE <input type="checkbox"/>
					FLIGHT MANUAL <input checked="" type="checkbox"/>
					MAINTENANCE MANUAL <input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD - 8					
SOURCE OF PARTS FOR KIT LAC			AVAILABILITY 6 WEEKS AFTER APPROVAL AND RECEIPT OF PARTS		
DISPOSITION OF SPARES AFFECTED AMPLIFIER P/N 114705-02R345 (WSPO) AND 114705-02R338 (PROJECT) TO BE RETURNED FOR REWORK AND RE-IDENTIFICATION.					
INITIATED BY : Approved For Release 2002/10/31 : CIA-RDP89B00980R000200180082-4			APPROVED : WSPO PROJECT 30 Jan 62		

#### NATURE OF PROPOSAL

1. The autopilot control - gyro - amplifier (WSPO/P/N 114705-02R345 and Project P/N 114705-02R338) will be modified by replacing the existing 976 directional gyro with a heading synchronizer. These units will be modified at LEAR and re-identified. A minimum amount of aircraft wiring will be required at the autopilot terminals in the nose area.
2. On four aircraft only (Serials 56-6701/368, 56-6721/388, 56-6722/389, and 56-6954/394) a stepdown transformer must be added to accomodate this autopilot modification in order to retain the additional heading reference capabilities of these four aircraft.
3. Prepare and issue a Service Bulletin and fabricate the necessary Kits. It will be necessary for a sufficient number of spares to be returned for modification in order to establish a turnaround schedule for Kit shipment.

#### REASON FOR PROPOSAL

To improve the autopilot's capability to fly corridor missions. After the synchronizer is installed, the autopilot will be improved as follows:

- a. Allow immediate use of autopilot (re-engagement) after use of compass fast slave. The two and one half minute time delay will be eliminated.
- b. Maintenance malfunctions will be reduced due to elimination of extra autopilot directional gyro.

#### ESTIMATED COST FOR KITS OR PARTS

STAT

\*To be initiated by and accomplished per Depot Rework Order Requests Contract SP-1923, "REPAIR OF CUSTOMER PARTS - COMMON"

STAT There are approximately 100 ea. amplifiers in the total assets, therefore a budgetary estimate of  will apply to this job. Expenditures will extend into FY 1963.